

Legislative Council Panel on Transport

Sha Tin New Town, stage II **Road D15 linking Lok Shun Path and Tai Po Road**

PURPOSE

This paper seeks Members' view on the proposed implementation of the project "554TH – Sha Tin New Town, stage II – Road D15 linking Lok Shun Path and Tai Po Road".

BACKGROUND

2. At present, vehicular traffic to and from Fo Tan and Sui Wo areas must use Fo Tan Road which is the only external access between the areas and Tai Po Road. In the past, there were traffic accidents resulting in complete blockage of Fo Tan Road and traffic in Fo Tan and Sui Wo areas were paralysed. To avoid occurrence of similar incidents in the future, it is necessary to construct the proposed Road D15 as a secondary access to these areas.

3. Sui Wo is a residential area and Fo Tan is a residential cum industrial area. The population in the areas has increased steadily from about 19 000 in 1996 to 20 500 in 2000 and will be up to 26 300 people by 2011. In the mid 1990's, serious traffic congestion was experienced on Fo Tan Road during peak hours on a daily basis. The Sha Tin and Ma On Shan District Traffic Study completed in March 1996 confirmed that the road junction of Fo Tan Road with Tai Po Road cannot cope with the growing traffic demand. To provide additional traffic capacity, Director of Highways is widening Fo Tan Road from a dual 2-lane to a dual 3-lane carriageway for completion by end 2002. The proposed Road D15 would divert some of the traffic away from Fo Tan Road, thus further providing relief to the critical road junction. The reserved capacity¹ (RC) in 2000 and the projected RC in 2006 and 2011 during the peak hours at the junction of Fo Tan Road/Tai Po Road with and without the proposed Road D15 are as below –

¹ The performance of a traffic signal junction is indicated by its "Reserved Capacity" (RC). A zero or negative RC indicates respectively that the junction is saturated or overloaded, thus resulting in traffic queues and longer delay time. The projection has taken into account the completion of widening of Fo Tan Road by end 2002.

	Year		
	2000	2006	2011²
with proposed Road D15	-	8%	13%
without proposed Road D15	-2%	-18%	-13%

PROPOSAL

4. We now propose to upgrade 554TH to Category A to cover –
- (a) construction of a 0.5 kilometre long 2-lane road (Road D15) including three bridges;
 - (b) construction of associated footpaths and cycle tracks and re-construction of a roundabout at Lok Shun Path;
 - (c) associated drainage works and slope works;
 - (d) provision of noise barriers;
 - (e) landscaping works; and
 - (f) implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraphs (a) to (e) above.

Details of the proposed works are at Enclosure 1.

FINANCIAL IMPLICATIONS

5. The cost estimate of the proposed works is about \$124.2 million at September 2000 prices (\$132.0 million in money-of-the-day prices).

² Normally the reserved capacity should decrease over the years due to natural growth in traffic volume. However, in this case there will be a marginal decrease in traffic flows in 2011 because of the forecast slight reduction in employment level in the Fo Tan area between 2006 and 2011.

PUBLIC CONSULTATION

6. We consulted the Traffic and Transport Committee (T&TC) of the then Sha Tin District Board on the proposed works in July 1996. The T&TC supported the early implementation of the proposed works. We subsequently discussed the proposed works at the T&TC of the then Sha Tin Provisional District Board again in November 1997 and May 1998. While the T&TC supported the proposed works in principle, some members raised concerns on the possible noise impact caused by industrial traffic from Fo Tan. However, they made no further comments upon explanation from the Administration.

7. Other than members of T&TC, we also met local residents to address their concerns about Road D15. We met the Village Representative and villagers of Lok Lo Ha Village in November 1996 and November 1997. We attended a briefing session to present the proposed works to the residents of Lok Lo Ha Village and Royal Ascot in July 1998 and March 1999.

8. We gazetted the proposed road scheme under the Roads (Works, Use and Compensation) Ordinance on 24 July 1998 and received 706 objections during the objection period. The objections mainly came from villagers of Lok Lo Ha Villager (509 numbers) and residents of Royal Ascot (195 numbers). The format and contents of the objection letters were mostly the same.

9. The objectors were mainly concerned about the environmental impacts of the proposed works, the closeness of one of the proposed bridges to the village houses causing potential traffic accident hazard to the villagers and the resumption and clearance of their land and houses at Lok Lo Ha Village. Four of the objectors (two from Lok Lo Ha Village and two from Royal Ascot) subsequently withdrew their objections after we had further explained the project to them.

10. In view of T&TC members' concerns and the comments received from the public during the statutory objection period under the Roads (Works, Use and Compensation) Ordinance, we sought the views of the T&TC on two occasions in November 1998 and in May 1999. At the November 1998 consultation, some members raised concerns regarding the

possible noise impact of the proposed works, the use of heavy vehicles on the proposed Road D15 and the proximity of Road D15 to Lok Lo Ha Village. The meeting resolved to urge the Administration to ban heavy vehicles from using the proposed Road D15 and fully enclose Road D15 with noise barriers, failing which T&TC would object to the proposed works. During the May 1999 consultation, the T&TC reiterated their support for an early construction of an additional external access for the Fo Tan area but expressed reservation on the detailed design of the proposed Road D15 including the alignment, noise mitigation and safety measures.

11. We held a series of meetings with the objectors. We explained to the objectors that compensation and rehousing in accordance with the current land resumption and housing policies would be offered to the eligible families affected by the project. We also explained to the objectors that we would provide noise barriers to protect them from excessive traffic noise generated and that the project would comply with the Air Quality Objectives established under the Air Pollution Control Ordinance. We would also provide a 1.5 metres high reinforced concrete containment parapet at the outer edge of one of the bridges and to ban vehicles exceeding 5.5 tonnes from using Road D15 to address the objectors' concerns of the traffic accident hazard and traffic noise impact.

12. We also discussed the proposed works at two Legislative Council (LegCo) case conferences held on 11 February 1999 and 17 December 1999, which were also attended by the residents of Lok Lo Ha Village and Royal Ascot. The issues raised at the LegCo case conferences were largely on land resumption and issues similar to those of T&TC members.

13. On 7 March 2000, the Chief Executive in Council overruled the remaining objections in the public interest and authorised the road scheme with minor modification to adjust the limit of land resumption.

ENVIRONMENTAL IMPLICATIONS

14. The project is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance and an Environmental Permit is required for the construction and operation of the project. We completed an EIA study for the project in March 1997. In April 1997, the Advisory Council on the Environment endorsed the EIA report. In December 2000, we reviewed the EIA report in line with the latest traffic

forecasts. The EIA review covered changes since the approval of the EIA report and recommended additional noise mitigation measures to abate the traffic noise. We will implement the measures recommended in the approved EIA report and the EIA review.

15. The key environmental measures include the replanting of trees and the provision of direct noise mitigation measures. We will plant trees and shrubs on all disturbed and new slopes and provide amenity planting under road bridges. The direct noise mitigation measures include 385 metres of noise barriers (2 metres to 5 metres high) to abate traffic noise, which will be mitigated from 77 dB(A) to within the limit of 70 dB(A). The EIA report and the EIA review also confirmed that the project would comply with the Air Quality Objectives established under the Air Pollution Control Ordinance. We will incorporate into the relevant contracts standard measures to control pollution arising during construction. These measures will include frequent watering of the site and the provision of wheel-washing facilities to reduce emission of fugitive dust, the use of silenced construction plant to reduce noise generation and other procedures as recommended in Environmental Protection Department's Recommended Pollution Control Clauses. We have included the costs of landscaping works (\$3.6 million), noise mitigation measures (\$14.6 million) and an EM&A programme (\$1.5 million) in the overall project estimate.

16. We have considered in the planning and design stages ways of minimizing the generation of construction and demolition materials (C&DM) by giving due consideration to designing the level and layout of the road works. We estimate that about 28 000 cubic metres (m³) of C&DM will be generated from the execution of the project. Of these about 6 400 m³ (23%) will be re-used on site, 19 600 m³ of inert C&D materials (70%) will be re-used as fill in public filling areas and 2 000 m³ C&D wastes (7%) will be disposed of at landfills. We shall require the contractor to re-use the excavated material on site or on other construction sites as filling materials as far as possible to minimize the disposal of public fill to public filling areas. To further minimize the generation of C&DM, we shall require the contractor not to use hardwood for site hoarding, falsework or shoring of excavation, but to use metal in all components of site hoarding and signboards. We shall control the disposal of public fill and C&D wastes to designated public filling areas and landfills respectively through a trip-ticket system.

LAND ACQUISITION

17. We will resume about 2 355 square metres of agricultural land for the proposed works. The land acquisition and clearance will affect 21 households involving 63 persons. Under the existing policy, the Director of Housing will offer eligible families accommodation in public housing. We will charge the cost of land acquisition and clearance, estimated at \$10.4 million, to **Head 701 - Land Acquisition**.

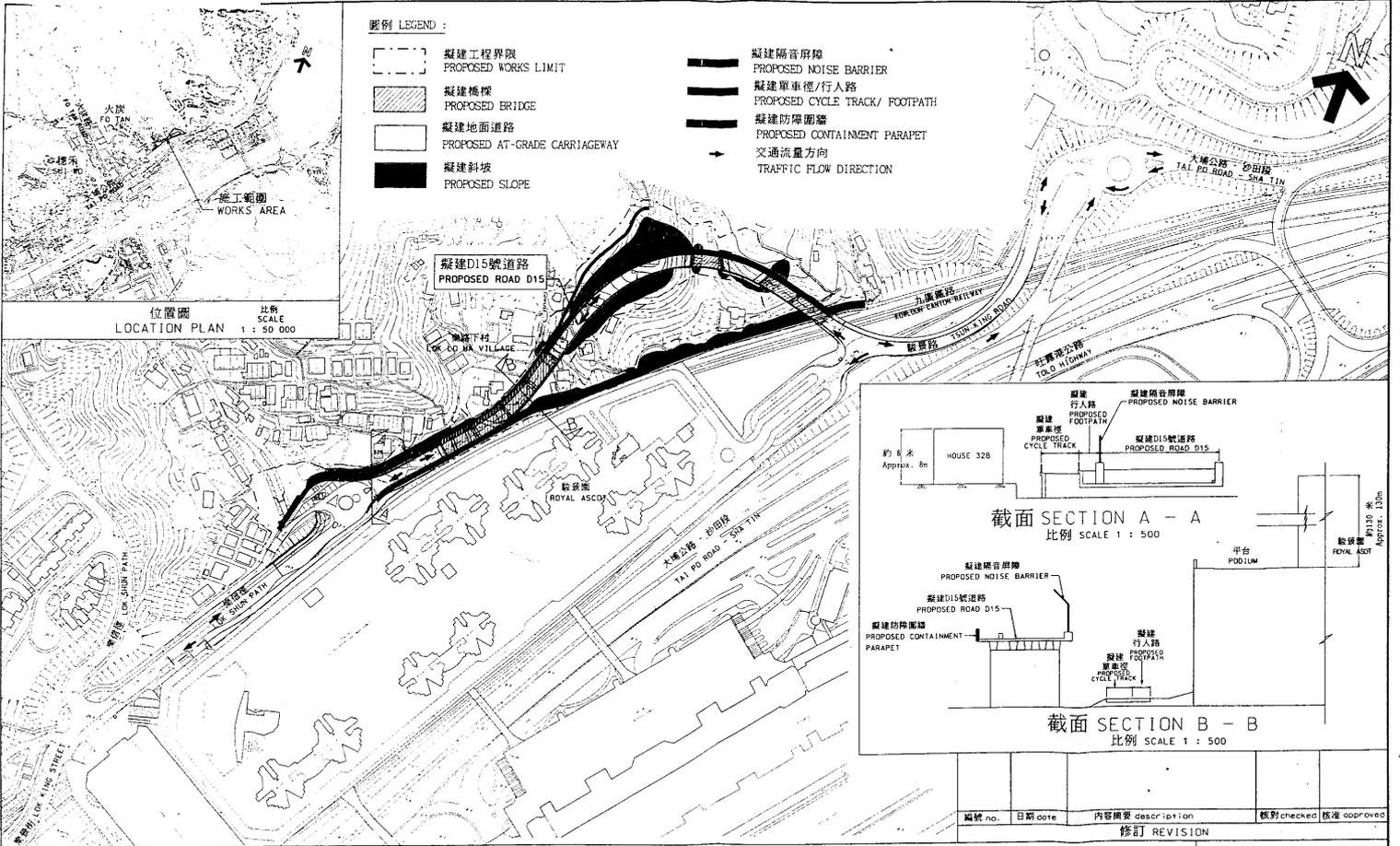
THE WAY FORWARD

18. We will seek the approval of the Public Works Sub-Committee of the Finance Committee on 14 February 2001 to upgrade the project to Category A. We plan to start works in July 2001 for completion in November 2003.

ADVICE SOUGHT

19. Members are invited to provide comments on the project before we seek the approval of the Public Works Sub-Committee.

Transport Bureau
January



圖則名稱 drawing title
 沙田新市鎮第II階段 - 連接樂信徑及大埔公路的D15號道路
 SHA TIN NEW TOWN - STAGE II
 CONNECTION OF PROPOSED ROAD D15 WITH SHUI SHUI PATH AND TAI PO ROAD

繪圖 drawn S K WONG	簽署 initial <i>[Signature]</i>	日期 date 25.7.2000	比例 scale 1 : 2 500	辦事處 office 新界東拓展處 NT EAST DEVELOPMENT OFFICE
核對 checked K M MAK	簽署 initial <i>[Signature]</i>	日期 date 7.9.2000	圖則編號 drawing no. ST70064	拓展署 TERRITORY DEVELOPMENT
核准 approved	簽署 initial	日期 date		

編號 no.	日期 date	內容摘要 description	核對 checked	核准 approved
修訂 REVISION				

項目編號 ITEM No. 554TH